

Issued in Washington, D.C., on July 13, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28191.

Petitioner: Mr. Louis D. Carrara, Jr.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought: To permit Mr. Carrara to serve as a pilot on an airplane engaged in operations conducted under part 121 after he has reached his 60th birthday.

Docket No.: 28205.

Petitioner: Mr. Ralph W. Sirek.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought: To permit Mr. Sirek to be a pilot in operations conducted under part 121 after reaching his 60th birthday.

Docket No.: 28210.

Petitioner: Mr. John A. Marshall, Jr.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought: To permit Mr. Marshall to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

Docket No.: 28225.

Petitioner: Northwest Airlines, Inc.

Sections of the FAR Affected: 14 CFR 43.9.

Description of Relief Sought: To permit Northwest Airlines, Inc., to use "electronic signatures" to meet the signature requirement specified in § 43.9.

Docket No.: 28228.

Petitioner: Flight Dynamics.

Sections of the FAR Affected: 14 CFR 25.562.

Description of Relief Sought: To allow Flight Dynamics temporary exemption from the head injury criteria of § 25.562 for its Dornier 328 aircraft until June 30, 1996, to allow redevelopments necessary to accommodate revised seating.

Dispositions of Petitions

Docket No.: 22558.

Petitioner: Boeing Commercial Airplane Company.

Sections of the FAR Affected: 14 CFR 47.69(b).

Description of Relief Sought: To extend Exemption No. 3513, as amended, which was originally granted to allow the agency to consider amending the regulations. Because a final decision is still pending, the exemption is extended to prevent disruption of the petitioner's operations being conducted under the original petition. *Grant of Temporary*

Exemption, May 24, 1995, Exemption No. 3513J.

Docket No.: 25862.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 47.69(b).

Description of Relief Sought/

Disposition: To extend Exemption No. 5043, as amended, which was originally granted to allow the agency to consider amending the regulations. Because a final decision is still pending, the exemption is extended to prevent disruption of the petitioner's operations being conducted under the original petition. *Grant of Temporary Exemption, March 27, 1995, Exemption No. 5043C.*

Docket No.: 26176.

Petitioner: AMR Combs.

Sections of the FAR Affected: 14 CFR 135.165(a) (1) and (6) and (b)(1), (6), and (7).

Description of Relief Sought/

Disposition: To extend Exemption No. 5334, as amended, which permits AMR Combs, Inc., to operate turbojet airplanes in extended overwater operations with one high-frequency communication system within certain named geographical areas subject to certain conditions and limitations. *Grant, May 24, 1995, Exemption No. 5334B.*

Docket No.: 27136.

Petitioner: Kenai Air Alaska, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To extend Exemption No. 5699, which allows Kenai Air Alaska, Inc., to operate its part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, May 24, 1995, Exemption No. 5699A.*

Docket No.: 27144.

Petitioner: New York Helicopter.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To extend Exemption No. 5712, which allows New York Helicopter to operate its part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, May 24, 1995, Exemption No. 5712A.*

Docket No.: 27237.

Petitioner: Midway Aviation, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To extend Exemption No. 5738, which permits Midway Aviation, Inc., to operate under the provisions of part 135 without a TSO-C112 (Mode S) transponder. *Grant, June 5, 1995, Exemption No. 5738A.*

Docket No.: 27430.

Petitioner: Midwest Flying Service, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To extend Exemption No. 5757, which permits Midwest Flying Service, Inc., to operate aircraft N558Y, serial number 27-2695, in part 135 operations without a TSO-C112 (Mode S) transponder installed. *Grant, June 5, 1995, Exemption No. 5757A.*

Docket No.: 28096.

Petitioner: Boeing Commercial Airplane Group.

Sections of the FAR Affected: 14 CFR 25.1435(b)(1).

Description of Relief Sought/

Disposition: To permit type certification of the Model 737-700 by testing of the complete hydraulic system at 3400 psig, the system relief pressure. *Grant, May 17, 1995, Exemption No. 6086.*

Docket No.: 28118.

Petitioner: King Airlines, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit King Airlines, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, May 24, 1995, Exemption No. 6093.*

Docket No.: 28207.

Petitioner: Hillsboro Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 133.19(a) and 133.51.

Description of Relief Sought/

Disposition: To allow Hillsboro Helicopters, Inc., to conduct external-load operations using a Canadian-registered rotorcraft in the United States. *Grant, May 26, 1995, Exemption No. 6092.*

[FR Doc. 95-17613 Filed 7-17-95; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-95-26]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation

Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before August 7, 1995.

ADDRESS: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. ____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part II of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on July 13, 1995.

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Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28166.

Petitioner: Mr. Ronald T. Brown.

Sections of the FAR Affected: 14 CFR 43.3 and 43.7.

Description of Relief Sought: To permit Mr. Brown to perform maintenance, repairs, and inspections on his 1943 Fairchild PT23C-M62C 66020, serial number 147HO, without holding a mechanic certificate, repairman certificate, repair station certificate, an operating certificate under 14 CFR part 121, 127, or 135, or an inspection authorization; without working under the supervision of a holder of a mechanic or repairman certificate; or without being an aircraft, airframe, aircraft engine, propeller,

appliance, or component part manufacturer.

Docket No.: 28201.

Petitioner: Alaska Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.481 and 121.483.

Description of Relief Sought: To permit Alaska Airlines, Inc., to conduct flight operations to and from the State of Alaska and the continental United States under the requirements of the domestic flight time limitations and rest requirements of 14 CFR 121.471.

Docket No.: 28203.

Petitioner: Airpower, Inc.

Sections of the FAR Affected: 14 CFR 91.205.

Description of Relief Sought:

To permit certain instrument rated pilots employed by Airpower, Inc., to operate two Gruman C-1A aircraft (N6193N and N6193Z) in Class A airspace, under an experimental certificate, using a Global Positioning System receiver authorized under Technical Standard Order No. 129 for enroute and terminal navigation in lieu of approved distance measuring equipment.

Docket No.: 28212.

Petitioner: Air Logistics.

Sections of the FAR Affected: 14 CFR 135.243 (b) and (c) and 135.245(a).

Description of Relief Sought: To permit Air Logistics to operate U.S.-registered aircraft under 14 CFR part 135 in a foreign country, using pilots certificated in that country.

Dispositions of Petitions

Docket No.: 27141.

Petitioner: Panther Aviation, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit Panther to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, May 12, 1995, Exemption No. 6089.*

Docket No.: 27953.

Petitioner: Aero Sports Connection, Inc.

Sections of the FAR Affected: 14 CFR 103.1 (a) and (e)(1) through (e)(4).

Description of Relief Sought/

Disposition: To allow Aero Sports Connections, Inc. (ASC), to conduct training by approved flight instructors in two-place ultralight vehicles. Additionally, the exemption permits ASC to operate powered ultralight vehicles at an empty weight of not more than 496 pounds, with a vehicle tank capacity of not more than 10 gallons, with a vehicle stall speed of not more than 32 knots, and with a maximum

speed of not more than 75 knots. *Grant, May 9, 1995, Exemption No. 6080.*

Docket No.: 28071.

Petitioner: Frontier Flying Service, Inc.

Sections of the FAR Affected: 14 CFR 135.180.

Description of Relief Sought/

Disposition: To allow Frontier Flying Service, Inc., to operate turbine powered airplanes having passenger seat configurations, excluding any pilot seat, of 10 to 30 seats, without an approved traffic alert and collision avoidance system (TCAS) within the airspace of the State of Alaska and any foreign airspace as approved by the foreign civil aviation authority, after February 9, 1995. *Denial, May 16, 1995, Exemption No. 6088.*

Docket No.: 28094.

Petitioner: American Trans Air.

Sections of the FAR Affected: 14 CFR 121.433(c)(1)(iii), 121.441(a)(1), 121.441(b)(1), and appendix F, part 121.

Description of Relief Sought/

Disposition: To permit American Trans Air to conduct a single visit training program (SVTP) for flight crewmembers, and eventually transition into the Advanced Qualification Program (AQP) codified in Special Aviation Regulation (SFAR) 58. *Grant, May 18, 1995, Exemption No. 6090.*

Docket No.: 28101.

Petitioner: Sun Jet International Airlines.

Sections of the FAR Affected: 14 CFR 121.343(l)(1).

Description of Relief Sought/

Disposition: To permit Sun Jet to operate two Douglas DC-9-31 aircraft after May 26, 1995, until July 9, 1995, that are equipped with digital flight data recorders that are capable of recording only 6 of 11 required parameters. *Denial, May 19, 1995, Exemption No. 6087.*

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[Summary Notice No. PE-95-24]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain